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# The Bulletin Kaikōura earthquake update



## EXPECT TRAINS

The 'Expect Trains' warning will take on even greater importance from 1 October.

That's because daytime freight trains will be back in service for the first time since the 2016 Kaikōura earthquakes.

NCTIR Project Director Brian Kirtlan said it was an important milestone for the organisation.

'For rail it is very significant and the change to a daytime freight train will enable improved utilisation of locomotives and freight wagons,' he said. 'This is important as the peak rail freight season ramps up from October and it is also extremely important that people hear about this change.'

Kirtlan called for extra vigilance from local residents and travellers.

'People will have become accustomed to not having regularly scheduled trains on the tracks during the day. They need to mentally prepare now and heed our safety warnings. 'They need to, "Expect Trains".'

NCTIR Health and Safety manager Stephen Bell said there would be a concerted effort to inform people about the start of day trains before 1 October.

'We want to keep the public and our workers safe so expect to hear a lot more about this in the coming weeks.

'Our staff are already talking about day trains and we encourage everyone to begin the same conversation.'



## BURIED TREASURE

NCTIR's Daniel Headifen wasn't sure he'd ever get to take this photograph but the rail engineer captured a very tangible example of the progress the rail team is making. Tracks at Rosy Morn were buried by a massive slip during Cyclones Cook and Debbie in April last year. Temporary tracks were put in place around the slip until it was able to be moved. Clearing work continued and reached a milestone in early August when the original tracks were unearthed. It was a significant milestone. 'I wasn't sure we'd ever see them again which shows the amazing amount of work that's happened over the last year moving about 50,000 cubic metres of dirt. The next step in the coming weeks is to put the track back close to where it originally was.'

Don't miss out! Scan this QR code to watch a great KiwiRailsafety awareness story.



### IN THIS ISSUE

- NCTIR back new book by Maria Gill
- Surplus sandwiches donated to school
- NCTIR design NZ first tunnel safety system
- Residents take drive down memory lane

This Bulletin provides the latest information about the rebuild of road and rail networks damaged by the Kaikōura earthquake in November 2016. The Bulletin is produced by the North Canterbury Transport Infrastructure Recovery (NCTIR) - an alliance representing the NZ Transport Agency and KiwiRail, on behalf of Government. Please note the next edition of The Bulletin will be published on Monday 10 September.





Wordsmith: Maria Gill has written over 100 children's books. In the photo (above) she reads her latest to an audience at Kaikōura Library.

## A LEGACY FOR LITTLE ONES



**NCTIR has donated eight books to Kaikōura's schools, library and two lucky children.**

The book *Earthquakes! Shaking New Zealand* was written by award-winning author Maria Gill.

She conducted a book tour of Kaikōura, Ward and Seddon during August and read to audiences of children who still have vivid memories of the 2016 Kaikōura quake. NCTIR Project Director Brian Kirtlan said NCTIR decided to donate the book to 'inspire children to read'.

Mr Kirtlan's inscription in the book read, 'On behalf of the staff on the North Canterbury Transport Infrastructure



**Budding engineers:** Some of the toothpick and marshmallow competition entries.

Recovery (NCTIR) project, we'd like to donate a copy of this book to your library. We hope you enjoy this book, and that it inspires you to learn more about earthquakes.'

Gill's book tour was well supported by the local community. It also included a question and answer session and NCTIR-inspired exercise.

The tiny engineers at the book readings knuckled down with marshmallows and toothpicks to create structures designed to hold up if the foundations beneath them were to move. Their tools included a tray of jelly shaken for 60 seconds, the amount of time that the Kaikōura quake lasted.



## ROCKSTARS AT ŌHAU POINT



It took a team effort and months of detailed planning but NCTIR completed the first stage of one of its biggest rock stabilisation jobs recently at Ōhau Point, north of Kaikōura. The team drilled two rockbolts into a massive 1000 tonne, 18 by 6 metre rock on a cliff face above the Point.

It was a challenging job, which required State Highway 1 north of Kaikōura to be closed during the work for safety reasons. The team had to contend with heavy sea mist and strong winds during the programmed road closure.

Mat Avery from Hiway Geostabilization said before the work could take place the cliff face above the rock had to be secured. Over 500 rockbolts and 6000sqm of mesh drape was installed on the top half of Ōhau Point.

'We had stringent emergency procedures in place and a developed a TARP (triggered action response plan) specifically for the work. It involved a lot of people and co-ordination with the traffic team, emergency services, surveyors and seismic monitoring'. Work continues with the remainder of the rock bolting over the next few weeks.

# MYTH-BUSTING ALONG THE KAIKŌURA COAST



NCTIR answers questions about safety and resilience work beside State Highway 1.

**Q. What is the latest thinking about placement of toilets at the safe stopping areas?**

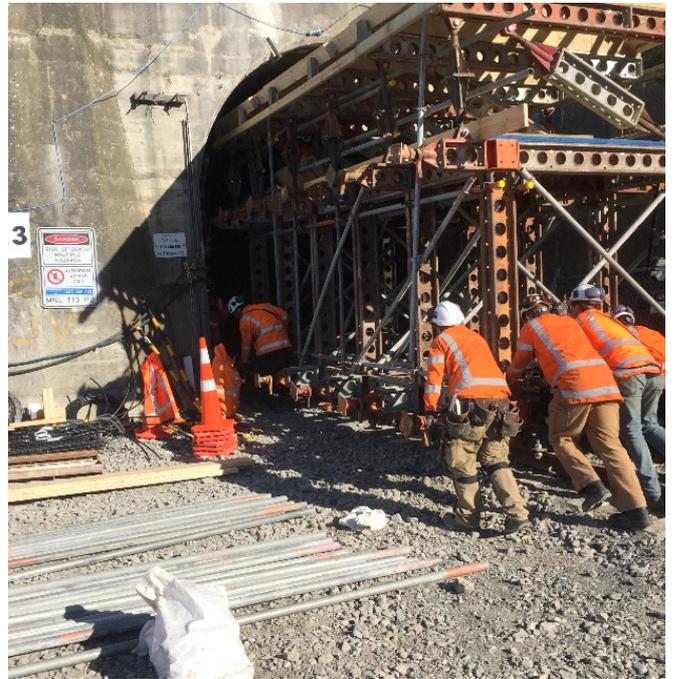
**A.** We have listened to community feedback on this and have been adjusting the designs. At this stage the only toilet blocks we now plan to install along the coast are at Okiwi Bay and Rosy Morn (Hikurangi Marine Reserve). That gives people travelling along the road or shared pathway access to public toilets both north and south of Kaikōura.

**Q. Can you explain more about the route of the shared path (walking and cycling) at Ōhau Point?**

**A.** Sometimes work can look a bit odd while it's in the middle of construction. On the seawall at Ōhau Point for example, it looks like the shared path just stops. However, the shared path will actually break away at Shag Rock and go over a debris flow bridge. Just a bit further north on site 7 (north of Ōhau stream) it looks like the seawall ends again and that the path drops off, but the path will be diverting again while the seawall continues and then ends.

**Q. Can you tell us more about access to the DOC track at the Rakautara North safe stopping area?**

**A.** The old car park will be closed as it is not the safest place to stop. We'll provide a safe crossing point at the new safe stopping area for pedestrians to access the Department of Conservation (DOC) walking track by providing a gap in the guard rail at a suitable location. This will be matched by providing pedestrian access on the other side of the road. The new safe stopping area on the east side of the road could be used by hunters, hikers, walkers and bikers to access the Okiwi Bay to Halfmoon Bay track in the future. The track is currently closed due to earthquake damage.



Safety first: The tunnel propping system can be rolled into place to keep tunnel repair workers safe.

## TUNNEL PROPPING SAFETY SYSTEM A NEW ZEALAND FIRST

NCTIR construction staff need to be able to work safely under a supported roof when repairing damaged tunnels.

So they have come up with a novel tunnel propping system – the first of its kind in New Zealand – which has improved safety and created time and cost savings.

It might look like a large-scale Meccano but this design can be assembled safely outside of a tunnel then simply rolled on train tracks into place.

It can be adjusted to move up and down within a tunnel and can be removed in a short timeframe to allow work trains to pass through.

Once it is no longer needed at a site it can be easily moved and modified to suit the dimensions of the next. WorkSafe said it was a great example of a safety innovation on the NCTIR project.

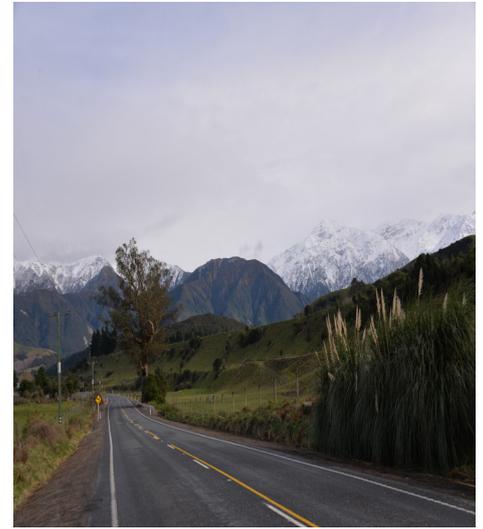
For more information on the safe stopping area concept designs go to [www.nzta.govt.nz/kaikoura-earthquake-response/safety](http://www.nzta.govt.nz/kaikoura-earthquake-response/safety) Please give us your feedback via [info@nctir.com](mailto:info@nctir.com)

## NCTIR REDUCES FOOD WASTE

NCTIR is donating sandwiches for its workforce to a Kaikōura school. The idea to feed hungry school pupils with sandwiches surplus to requirements came from the NCTIR accommodation team and was endorsed by Compass Group who manage the workers' village. The team knew through work and community contacts that there were kids going to school hungry and that there were leftover sandwiches at the village. After workers have left the village for their shifts unclaimed sandwiches are collected and temperature tested to see if they pass food safety standards. If they do they are delivered to the school in a chilly bin. NCTIR's accommodation team said they had received emails from the school saying the sandwiches were proving popular.



Daytrippers: Kaikōura Hospital rest home residents get ready for their road trip.



Great view: One of the vistas that proved a winner with the residents.

## A DAY TRIP TO REMEMBER



### Kaikōura residents take a drive down memory lane.

With the Kaikōura ranges dusted white and the sky pristine blue, the Kaikōura Community Trust van pulled away from the Kaikōura Hospital rest home and onto State Highway 1. The van headed north, filled with residents, community activities coordinator Carol Cumpstone, and NCTIR tour guide for the day communications advisor, Amy Leigh Wicks.

As the driver, Christine O'Connor, approached Irongate Bridge, Graham Davey in the front seat beside her marvelled at the work. 'It's amazing what they've done,' Graham says. 'Just a remarkable amount of work.'

Further north nearing Ōhau Point, Paul Harnett said when he was young he used to graze cattle around the point. 'It looks different now. They've done good work, and it looks like there is a lot more to be done.'

Paul is right. There is still months and millions of dollars worth of work to be done along the corridor, and some of that critical work will take place at Ōhau. Driving across the Ōhau stream, the residents were shown where the first safe stopping area of the safety and resilience package will be.

The Ōhau lookout is due to be completed by October 2018 and will include a viewing platform where visitors can enjoy the spectacular rocky coast that many fur seals call home, as well as the grandiose Ōhau Point.

All along the journey, eyes shift to register the effects and response to the 2016 earthquake on both the coastline and the road. As the van pulled back into town Carol said, 'This has been a very special trip, some of these residents have not been out of the town in more than a year, and this opportunity to see the corridor and learn more about the NCTIR project has been incredible.'

## DID YOU KNOW?

A global audience is reading this newsletter, which updates readers on NCTIR's road and rail repair after the Kaikōura earthquake. It's emailed to 2000 subscribers, with the vast majority living in New Zealand. However, you may be interested to know that our second largest audience is in the United States - we email 287 copies to the USA. We send 87 to Australia, 48 to the United Kingdom and 6 to Canada. We also have subscribers in France, India, Indonesia, Italy, Thailand and Switzerland.

### NCTIR's newsletter goes global



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